

AMENDMENTS TO THE SPECIFICATION

Amend the following paragraphs as indicated below.

[0005] Under most normal warmed up engine conditions, the system oil pressure fed to the ~~latch~~ lash adjusters is adequately controlled by an oil pressure relief valve or bypass valve, associated with the engine oil pump, which either recirculates excess oil flow or returns it to the sump in order to maintain a maximum desired oil pressure. However, in some conditions of intermediate engine oil temperatures lower than the normal operating maximum temperatures, high engine speeds may create engine oil system pressures from the engine driven oil pump which exceed the specified maximum pressure and thus prevent use of the cylinder deactivation feature.

[0022] Because operation of the switching lifters requires oil pressure within a prescribed range, the lifters can only be actuated when the oil pressure is above a minimum which will actuate the lock pin and below a maximum pressure, above which the latch pin may fail to actuate properly. Generally, the engine oil pressure is controlled in the desired range by a pressure control valve, not shown, formed as part of the engine oil pump 46. However, under conditions of high engine speed and intermediate oil ~~pressure~~ temperature less than the usual operating maximum temperature, the oil pump pressure control is inadequate to bypass sufficient oil to prevent the oil pressure from rising above the maximum at which the switching lifters cannot be actuated. For this reason, controls in the system are provided to prevent actuation of the switching lifters if the oil pressure rises above the predetermined pressure limit. This results in the inability to utilize the benefit of added fuel efficiency through operation of the engine on a reduced number of cylinders at times when the engine is operating at higher speeds and would benefit from operation in the cylinder deactivation mode.